

Don't Forget

TO ORDER THE  
OVERLAND  
CHINA MAIL  
BEFORE GOING HOME

# The China Mail

ESTABLISHED 1845

Don't Forget

TO ORDER THE  
OVERLAND  
CHINA MAIL  
BEFORE GOING HOME

No. 14,381.

號九十月五年九零百九千一英

HONGKONG, WEDNESDAY, MAY 19, 1908.

日一初月四年元統宣

PRICE \$3.00 Per Month.

THORNE'S  
OLD VAT

\$15  
PER  
CASE



As supplied  
to the  
House of  
Commons.

SCOTCH WHISKY.

SOLE AGENTS IN  
HONG KONG, CHINA & MANILLA.  
"A.S. WATSON & CO. LTD."  
Hongkong, May 1, 1907.

## AMOIY NOTES.

(From Our Own Correspondent.)  
AMOIY, May 17.

SHIPPING.  
The Blue Funnel s.s. Kintuck arrived in  
port on Saturday, and left the same after-  
noon for Hongkong and Singapore with  
700 cholies.

Messrs Butterfield and Swire have raised  
their freight charges from Shanghai to  
Amoy, and in consequence the Japanese  
steamers of the Osaka Shosen Kaisha,  
running in opposition, have been coming  
down full up with cargo.

WEATHER.  
A typhoon has just passed away up  
North; we had a great deal of rain, and  
some strong wind at intervals. To-day is  
cloudy and close.

HOTELS.  
The proprietor of the New Amoy Hotel  
is adding considerably to the building, to  
cope with the large number of visitors  
coming to the port nowadays. Accommoda-  
tion is becoming increasingly difficult to  
obtain.

The price of land and of buildings is  
going up all the time, and the value has  
about trebled in the last five years.

## RUSSIA'S SELF-IMPROVEMENT.

The Degeneracy of Russia is produced by  
the wilful acts of Russians themselves,  
writes the eminent economist, Mr. Sazon-  
off, the highest authority among the  
specialists of his country. Peter the Great  
lived in vain as far as his fostering of  
wealth-producing activities has gone. Rail-  
roads, stock-raising, agriculture, foreign  
trade, we are told, have all been blighted  
by the spell of Czarism. The Russians  
have enslaved themselves "under the knot  
of this Oriental barbarism," writes this  
author in the *Novoye Vremya* (St. Peters-  
burg), from which we quote as follows:

"What has become of the industries of  
the Ural, that treasure-store of the world?  
That splendid creation of Peter the Great  
is ruined. As to the population of that  
region, always accustomed to work in the  
factories, they now have to be employed in  
agriculture. Is not that a criminal waste  
of a long-acquired skill? The same is the  
case at mines of Chirchik; they are in ruins,  
and their workers also have had to become  
field laborers. The factories at Maltsev  
also—that grand undertaking, so splendidly  
organized—what is their present state?  
A product of national genius, they now  
simply vegetate in an indifferent condition,  
and, besides that, it appears they are now  
in the hands of foreigners. The im-  
petuous energy of Count Witte, the first  
great industrial development, and at the  
treasure of the millions expended also by the  
Treasury, the results have been negative.  
Ruined also are the Volga navigation  
enterprises, started solely by Russian  
capital, and of formidable dimensions, too.  
There is no one, up to the sugar kings,  
such as Kharitonov, and others, who do  
not collapse and fail. In short, all the  
great national industries bid fair soon to  
remain but a remembrance, or to pass  
over to more successful capable foreigners.  
But, perhaps, there may be other branches  
of trade prospering.

"Let us see how it stands with our rail-  
ways. They have cost many billions of  
rubles, and bring in at best only some  
millions. The repairs alone would require  
a billion.

"The live-stock industries are in a  
scarcely better state. They go down from  
day to day. Little by little one notes the  
disappearance of enormous flocks of sheep,  
of herds of cattle, and of the best breeds  
of horses. There are also actually imported  
into Russia considerable quantities of  
foreign wool of tallow, and other raw  
materials in which Russia, considering her  
natural riches, ought to abound.

"The smaller rural industries are like-  
wise fast going under. The distilling of  
spirits, for instance, formed an important  
item in the budget of the rural proprietor,  
but this industry is now dead. Larger  
undertakings are kept up, owing only to  
their monopolies. It is hardly necessary  
to mention the sale of cognac of the  
so-called cottage industries carried on by  
the peasants.

"Thus we see, before us not only the  
decay of the special rural industries, but  
we are face to face with a crisis in the  
whole condition of industrial Russia—in-  
cluded with the general ruin of the country.  
The conclusion which forces itself upon  
any observer is clear enough—that the  
economic existence of our state is governed  
by general destructive causes, which affect  
the whole community—nobles, manufac-  
turers, millionaires, and peasants."

## Business Notices.

W. S. BAILEY & Co., Ltd.

HAVE BUILT OVER 100  
FAST LIGHT DRAFT LAUNCHES, MOTOR  
BOATS, MOTOR BARGES, TUGS, LIGHTERS  
AND PASSENGER STEAMERS.

Works:—Kowloon Bay. Offices:—Hotel Mansions.

FAIRALL & CO.

ARE NOW SHOWING  
NEW SUMMER STOCK.

AN ASSORTMENT OF MILLINERY  
TRIMMED AND UNTRIMMED.  
MUSLINS, ORGANDIES LINENS  
IN ALL SHADES AND DESIGNS.

EMBROIDERED ROBES  
IN LINENS AND LAWNES.

Hosiery, Gloves, etc.

7 & 9, PEDDER STREET. TELEPHONE 644.

ASAHI BEER

YEBISU BEER

SAPPORO BEER

OBTAINABLE EVERYWHERE  
SOLE AGENT MITSUI BUSSAN KAISHA

DIAMONDS AND GEM-SET JEWELLERY

Rings, Brooches, Ear-rings, Pins, Pendants, Hair-combs,  
Charms, Chains, Links, &c.

Jade Stone and Chinese Made Gold Jewellery.

GOLD & SILVER WATCHES, CLOCKS, OPTICAL GOODS.

Repairs of Watches and Jewellery effected by experienced Europeans.

J. ULLMANN & CO.

34, Queen's Road Central, Opposite General Post Office.

## LOST.

ON the morning of 12th inst., near  
Douglas Pier, BLACK SPANIEL  
BITCH answering to the name of BIDDY.  
Anyone found in possession of same after  
this notice will be prosecuted. Anyone  
returning the dog to Mr. H. SETTE, No. 25,  
CARRIAGE, PEAK ROAD, will be re-  
warded.  
Hongkong, May 14, 1908.

JARDINE, MATHESON & CO., LTD.

IT is hereby notified that Mr JOHN  
JOHNSTONE has been authorized to  
sign on behalf of our Company 'per pro-  
curation' as from this date.

JARDINE, MATHESON & CO., LTD.

Hongkong, May 1, 1908.

## WEISMAN, LIMITED.

OUR Business has been REMOVED TO  
No. 14, DES VUEX ROAD CENTRAL  
(Lately occupied by Madame Jay).  
Hongkong, April 29, 1908.

NIGHT STEAMER TO  
CANTON.

New Twin Screw Steamers.

S.S. SAN CHEUNG

Fitted throughout with Electric Light  
and Fans supplied in all cabins.  
(Captain J. McGarry).

Leaves Hongkong for Canton at 9 P.M.  
SUNDAY, TUESDAY & THURSDAY.

Leaves Canton for Hongkong at 5.30 P.M. on  
MONDAY, WEDNESDAY & FRIDAY.  
Fare, 1st-Class, \$2.00 single passage.  
Meals, \$1.00 each.  
Servants' passages must be paid for.  
CHEUNG ON STEAMBOAT CO., LTD.  
No. 285, Des Vaux Road Central.  
Hongkong, November 12, 1908.

E. C. WILKS,

M.I. MECH. E. A.M.I.A.

LATE OF WILKS & JACK, LD.

CONSULTING ENGINEER,  
SURVEYOR, VALUER  
AND ASSESSOR

WORKS:—WHARVES,  
AND ALL CLASSES OF  
MACHINERY & EFFECTS.

YORK BUILDINGS,  
(1st Floor), HONGKONG.

Office Tel. 185. Residence K20.

Address: WICKHAM ROAD, HONGKONG.

Hongkong, April 14, 1908.

LEE CHEE WING & Co. 致

27, 28 and 29, LEE YUEN STREET (WEST)

HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL,

IRON WARE, &c.

STEEL GIRDERS AND TEES,

CORRUGATED IRON, PIPE IRON, &c.

Suitable for

SHIP-BUILDING AND HOUSE BUILDING.

TELEPHONE No. 783. (1223)

FOR

Luxury

and

Comfort,

Quiet,

Freshness

and

Excellent

Cuisine.

## Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

SOLE AGENTS FOR BELL'S ASBESTOS CO. LTD., LONDON.

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.

ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN

Bags of 1 cwt. each.

OFFICE:—

4, QUEEN'S BUILDINGS.

TELEPHONE No. 501.

LANE, CRAWFORD & CO.

A LARGE SELECTION OF

BATHING COSTUMES

AND

SWIMMING SUITS.

BATH ROBES AND TOWELS.

NEW STOCK OF

Summer Underwear.

LANE, CRAWFORD & CO.

NESTOR SANITARY FLUID

A RELIABLE DISINFECTANT

Pint Tins 50 Cents.

One Gallon Tins \$2.

SUN GLASSES. SUN GLASSES.

HOUSEHOLD AMMONIA

For the Bath and all Toilet Purposes, Delicately Perfumed,  
Half Pint Bottles 60-Cents.

VICTORIA DISPENSARY.

THE HONGKONG HOTEL.

UNRIVALED FOR COMFORT AND COUSINE.  
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.  
MODERATE TERMS AND NO EXTRAS.  
BAND AT TEA & DINNER. A. F. DAVIES, Manager.

PEAK HOTEL

ADMIRABLY SITUATED AT VICTORIA GAP.  
Adjoining the Tramway Terminus, 1,400 feet above Sea Level,  
OPEN to the South Windless Summer and protected from the North-east Winds to  
Winter. Commanding magnificent view of Hongkong, the Harbour and adjacent  
islands for forty miles.  
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.  
Terms:—From \$5 per day Max. Telegraphic Address: 'Peaceful'.  
Town Office: 6, Des Vaux Road.  
Hongkong, February 8, 1908.

ASTOR HOUSE HOTEL

(LATE CONNAUGHT HOTEL).

QUEEN'S ROAD CENTRAL

CENTRALLY situated, up-to-date Hotel. Recently renovated (and under entirely  
New Management). Large and Comfortable Rooms, Excellent Cuisine, under the  
superintendence of an experienced French Chef.

PARTICULARS AND RATES on application to MANAGER.  
L. GAMBAY, Proprietor. N. BLUMENTHAL, Manager.  
1st Floor, October 3, 1908.

ORIENTAL HOTEL

No. 2, Queen's Road Central.

Telephone No. 197.

Mrs M. MATTHEW, Proprietress.

A THOROUGHLY FIRST-CLASS AND UP-TO-DATE HOTEL.  
Cuisine under European Supervision. Grills at short notice. Private Bar and  
Billiard Rooms. Monthly Rates for Tea and Dinner.  
TELEGRAPHIC ADDRESS: 'COMFORT' HONGKONG.  
M. MATTHEW, Proprietress.

## Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net. \$5.50 per Cask, ex Factory

In Bags of 250 lbs. net. \$3.45 per Bag, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

MEE CHEUNG & CO.,

PHOTOGRAPHERS.

SPLENDID PICTURES

of the  
AMERICAN FLEET AT AMOIY  
STUDIO—ICE HOUSE STREET. STORE—BEACONSFIELD ARCADE.

RUSTY KEYS

TARNISHED SHIPS FITTINGS, PLATED DINNER  
SERVICES, etc.

It is not your FAULT that they get in this condition, but it IS  
your fault if you allow them to stay so.

ELECTRO PLATING WORKSHOPS

AT KOWLOON.

All plated ware so easily tarnished in this damp and  
variable climate can be polished, nickel or silver  
electro plated (triple plate and burnished) and  
made equal to new at small cost.

PARTICULARS AND PRICE LIST FROM

WILKS & JACK, LD.

ELECTRICAL ENGINEERS AND CONTRACTORS

HEAD OFFICE: 14, Des Vaux Road, Hongkong.

ELECTRO PLATING AND REPAIR WORKSHOPS AT KOWLOON.

Telephone 358.

Telegrams 'Marine-Work'.

Hongkong, May 10, 1908.

BREWER & Co., Limited,

PEDDER STREET—ADJOINING MAIN ENTRANCE HONGKONG HOTEL.

TELEPHONE No. 696.

STATE EXPRESS CIGARETTES.

—ARDATH SMOKING MIXTURE.

TURKISH AND EGYPTIAN CIGARETTES.

Steel Cash Boxes. Letter and Invoice Files.

Best Brass Letter Balances.

ACCOUNT BOOKS OF EVERY DESCRIPTION.

Champagnes, Sherries,  
Marsalas, Madeiras,  
Ports, Clarets,  
Burgundies, Hocks and Muscades,  
Brandies, Gins,  
Whiskies, Vermouths,  
Bitters, Liqueurs,  
Ales, Beers and Stouts.

Caldbeck, Macgregor & Co.,

Wine and Spirit Merchants.

11, Queen's Road Central.



## Intimations.

**G. FALCONER & Co.**  
WATCHMAKERS AND JEWELLERS.  
HOTEL MANSIONS.

NEW SELECTIONS OF  
DIAMOND JEWELLERY AND ENGLISH SILVER WARE  
FINE-CLASS GOLD AND SILVER WATCHES  
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.  
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND  
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,  
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

**WING KEE & CO.**

Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL  
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL  
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING.  
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.  
FRANCISCO TSE YAT, General Manager.  
Hongkong, August 13, 1908. 117

**REMINGTON****TYPEWRITERS**

WITH ALL REQUISITES.

**SIEMSEN & CO.**

SOLE AGENTS.

Hongkong, March 3, 1906

**CHAMPAGNE**

THE LEADING BRAND

**G. H. MUNN & Co.****REIMS**

BY SPECIAL APPOINTMENT TO

*Sherrin, James & Co.*

GENERAL AGENTS

HONG-KONG, CANTON

&amp; MACAO

Hongkong, January 27, 1909

**IA LINE**

REGISTERED TRADE MARK

HORTON, BOULTON AND HAYWOOD, LTD., LONDON.  
FOR THE DISINFECTION OF DRAINS, WATER-CLOSETS, LAVA-  
TORIES, SICK-ROOMS, FLOORS, WALLS, GUTTERS, &c.

IT IS THE STRONGEST AND MOST POWERFUL  
**CABORLIC DISINFECTING FLUID,**  
THE CHEAPEST AND MOST RECOMMENDABLE FOR GENERAL HOUSE  
USE, A LUTION OF 2 PER CENT. BEING SUFFICIENT.  
Recommended by Sanitary Authorities.  
Government Analysis at Buyers' Disposal.

**SOTOR.**

AVENARIUS' WORLD-KNOWN COPPER PAINT.

For the Bottoms of Vessels and Boats and for the Coatings of  
all Wooden Structures of Wharves and Docks. Penetrates deep  
into the wood, thus rendering same immune against attacks of  
the Terebo, Barnacles Marine Growths, etc.

Sole Agents:

**MELCHERS & Co., Hongkong & China.**  
Hongkong, May 6, 1909.

## Intimations.

**MITSU BISHI GOSHI KWAISHA**  
(MITSU BISHI CO.)  
COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-  
SIMA, OGRI, MUTABE, HOJO,  
NAMAZUTA, SAYO, SHINNEW  
and KAMIMADA Collieries.

SOLE AGENTS FOR KISHIDAKE, MI  
YAO, and KIGO-KOMATSU Coals.

HEAD OFFICE—TOKYO.

BRANCH OFFICES—

Nagasaki, Moji, Karatsu,  
Wakamatsu, Kobe, Osaka,  
Shanghai, Hongkong, Hankow.

TEL. ADDRESS for above: IWASAKI.  
Codes:—A1, ABO 6th Ed., Western Union.

AGENCIES:

YOKOHAMA: M. Asada, Esq.

CHINKIANG: Messrs Gearing &  
Co.MANILA: Messrs Macandray &  
Co.

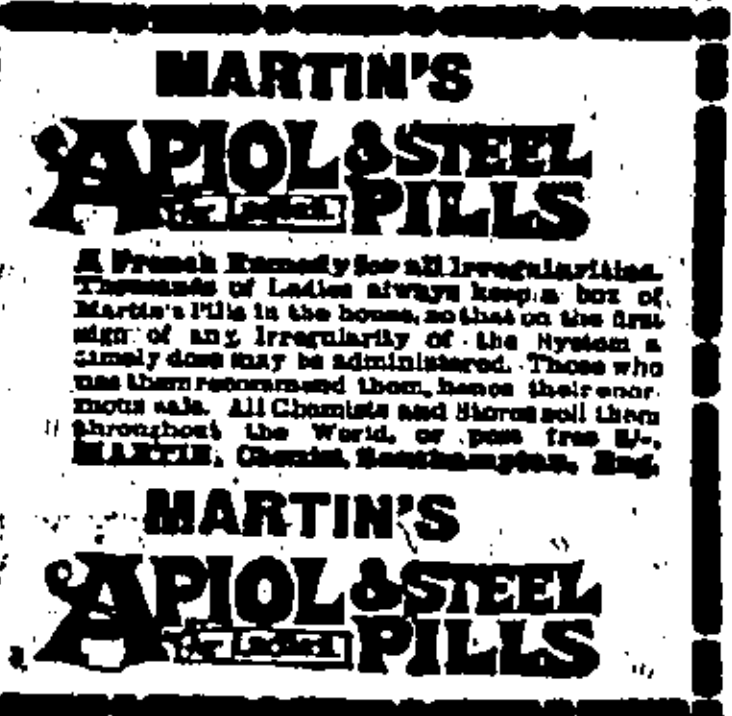
For particulars, apply to

H. OISHI,

Manager,

No. 2, PRINCE STREET,  
HONGKONG.

Hongkong, January 9, 1909 616



WANTED IMMEDIATELY.

A FURNISHED HOUSE, self contain-  
ed, state full particulars to  
"C."  
Care of "CHINA MAIL" Office,  
Hongkong, April 29, 1909. 580

PROV. F. GONZALES.

GIVES LESSONS on Violin, Mandoline,  
Banjo, Guitar, Cello, etc., at pupils'  
residences or at his studio.  
Apply, 7, ARBUTHNOT ROAD.  
Hongkong, May 10, 1909. 626

THE PARIS TOILET COMPANY,  
LIMITED.

NOTICE

THE THIRD GENERAL MEETING  
OF SHAREHOLDERS will be held on  
SATURDAY, the 22nd inst., at 12.30 P.M.  
at No. 5, Queen's Road Central, the  
Registered Office of the Company, for the  
purpose of receiving a Statement of Ac-  
counts and the Report of the General  
Managers for the year ending 31st Decem-  
ber, 1908, and electing an Auditor.

The TRANSFER BOOKS of the Com-  
pany will be CLOSED from WEDNES-  
DAY, the 13th May to SATURDAY, the  
6th June, both days inclusive.  
PERCY SMITH & SETH,  
General Manager.  
Hongkong, May 15, 1909. 653

NOTICE

THE MANAGER OF KENNEDY'S  
STABLES begs to inform the Resi-  
dents of Kowloon and District, that provided  
sufficient support be forthcoming he will be  
prepared to establish a Shoeing Forge at  
Kowloon where horses and ponies can be  
shod by experienced shoeing ferrriers on  
stated days, to be arranged later.  
Inasmuch as expense will be incurred  
in hiring suitable premises and in fitting up  
the forge, the Manager hopes that the  
scheme will have general support.  
Those desirous of availing themselves of  
the above are requested to send in their  
names and number of horses and ponies to  
the Undermanager.

G. W. GREGG, Manager,  
KENNEDY'S STABLES.

Hongkong, May 4, 1909. 685

THE OWL GRILL ROOM

HAS REMOVED

TO MORE COMMODIOUS PREMISES

29 & 31, DES VOUX ROAD,  
Near the MUTUAL STORES.

SPECIAL RATES FOR MONTHLY CLIENTS.

TIFIN ... \$20 per Month.

FULL BOARD ... \$40.

JUST-LAND

American Salmon, Corned Oysters, Yar-

mouth Bloater, Kippers, English

Haddock, and

New Zealand Whirio and Blue Cod.

PEPPER'S SMALL GOODS ALWAYS ON HAND.

HARRY NEWBOLD, Proprietor.

Hongkong, May 19, 1909. 784

LABUAN COAL.

THE LABUAN COALFIELDS COM-

PANY, LTD., are now prepared to

supply steamers with LABUAN coal of good

quality, at a low price, and in answer to

the enquiries of the public, it is a genuine

native article. The office, much pleased

to be of service to the public, has decided

to supply the public with the best quality

of LABUAN coal, at a low price, and in

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is a genuine native article. The office, much

pleased to be of service to the public, has

decided to supply the public with the best

quality of LABUAN coal, at a low price, and

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## POWELL'S

LADIES' and CHILDREN'S

Bathing -

Costumes,

Caps -

and Sandals.

ALEXANDRA BUILDINGS

VICTORIA

CINEMATOGRAPH

TO-NIGHT! TO-NIGHT!

Special Programme on the occasion of the debut of the Vivacious Sorbittes and Celebrated Dancers

COLEMAN SISTERS.

LAST PERFORMANCE

The Celebrated Tenor

SEÑOR TORRAS.

OVERA SELECTIONS AND ENGLISH SONGS.

NEW FILMS. NEW FILMS.

MISS HILDA

Serpentine Dancer.

Hongkong, March 8, 1909.

THE STAR CINEMATOGRAPH

WYNDHAM STREET, up from the Clock Tower.

CONTINUOUS

PERFORMANCE

EVERY EVENING

Commencing at 6 p.m.

20 cents. 40 cents.

MATINEES

WEDNESDAY AND SATURDAY, at 4 P.M.

Children Half Price.

Hongkong, March 16, 1909.

ALEXANDRA CINEMATOGRAPH

No. 2, ZETLAND STREET.

Corner of Hoqua-ai's. - NEAR CLOCK TOWER.

10-NIGHT AND EVERY EVENING, 9 to 11 P.M.

MISS ELLIEN THORNE

(Late Geo. Edwards's Musical Comedy Co.)

MISS RUBY RAY,

SINGING &amp; DANCING.

THE BEST PICTURES IN TOWN.

SATURDAY, 2nd, at 5 P.M. SPECIAL

MATINEE with articles for Children.

Prices, Adults 50 Cents, 40 Cents.

Children Half Price.

Hongkong, January 28, 1909.

NORTH BRITISH AND MERCANTILE

INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907, £18,114,624.

Authorized Capital £25,000,000

Subscribed Capital £2,750,000

Paid-up Capital £287,500 0 0

Fire Funds £3,065,574 15 7

Life &amp; Accident Funds £1,315,843 10 3

Sinking Fund Account £45,907 5 3

£23,114,624 11 1

Reserve Fire Branch £1,280,624 12 7

Life &amp; Accident £1,047,224 18 4

Sinking Fund Account £45,907 5 0

£24,129,159 18 11

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

## CALL

MOUTRIES

FOR

The Piano

36 Years

Experience.

Satisfaction

Guaranteed.

S. MOUTRIE &amp; CO., LD.

Hongkong, April 16, 1907.



A. S. WATSON &amp; Co., Ltd.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR.

WATSON'S

Household

Ammonia

For the Bath, Toilet and Household.

Promotes a healthy action of the skin counteracts all effects of perspiration, and is as refreshing and invigorating to the system as a Turkish Bath.

WATSON'S

Carbolic Soaps

Highly recommended by

the Medical Profession

In three strengths, containing 5% 10% and 20% of pure carbolic acid.

WATSON'S

ORIENTAL

Turkish Bath Salt

Softens the water, and imparts a delightful fragrance to the skin.

A. S. WATSON &amp; CO.,

LIMITED,

THE HONGKONG DISPENSARY

AND KOWLOON DISPENSARY.

WEEKLY NEWS

FOR HOME.

The Overland China Mail

FULL REPORTS.

LATEST INTELLIGENCE

Order before you leave so you may receive it while at home.

The Overland China Mail, Ltd.

5, Wyndham Street.

## THE CITY OF PARIS.

S. PEDDER STREET.

PHONE No. 536.

Ready made day and evening

Gowns, Paris Models in

Hats and Toques, Laces,

Trimmings, Underclothing,

Boots and Shoes,

Hosiery and Gloves,

etc., etc., etc.

BUSINESS NOTICE.

RATES OF SUBSCRIPTION

(Payable in advance).

CHINA MAIL (daily) \$1.00 per month

including postage, \$3.50 per month.

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per year; including postage, \$17.00

per year.

Free delivery to all addresses accessible

by messenger, including all Peak, Kowloon

and Quarry Bay residences.

Single copies, Daily, ten cents; Weekly,

thirty cents; for cash.

Telegraphic Address, "MAIL," Hongkong.

Code, A. B. C., fifth edition.

Telephone No. 52.

CHINA MAIL, LIMITED.

BIRTH.

FORENSIC.—On the 18th April, at Folke-

stone, the wife of ANDREW FORENSIC, of a

Daughter.

DEATH.

MITCHELL.—At Pak-Lo, East River, on

MAY 13th, of typhoid fever, ISABELLA

LITTLE, M.D., wife of Dr. L. E. Mitchell,

of the London Missionary Society.

MEMOS FOR TO-MORROW.

Miscellaneous

Goods per *Benbow* undelivered after

this date subject to rent.

Goods per *Benbow* undelivered after

this date subject to rent.

SATURDAY, May 22.—

12.30 p.m.—Meeting of The Paris Toilet

Ld., at Co.'s Office.

SUNDAY, May 23.—

Goods per *Namur* not cleared at 4 p.m.

on this date subject to rent.

Goods per *Benbow* not cleared at 4 p.m.

on this date subject to rent.

MONDAY, May 24.—

Goods per *St. Patrick* undelivered after

this date subject to rent.

SATURDAY, May 29.—

Noon—Meeting of Watkins, Ltd., at Co.'s

Office.

The China Mail

HONGKONG, WEDNESDAY, MAY 19, 1909.

THE LAST OF THE VICTORIANS.

ONLY the other day all the literary world

was congratulating Mr. George Meredith

upon attaining his eighty-first birthday:

and now the news comes that

He will fear no more the heat of the sun,

Nor the sullen winter's rages.

Home he's gone and he's in his wages.

With the passing of GEORGE MEREDITH

"behind the hills of death" dis-

appears the last of the men who

made the Victorian era one of the

brightest epochs in the history of

English literature. He was the con-

necting link, through Miss Bunsey, with

the Georgian novelists, and he lived to

see the last of the Victorian singers

who sang in a vastly different day laid

to rest within hearing of the waves of

the British channel which they all loved

so well. It is more than fifty years ago

sure and thirty years ago he was acknow-

ledged as without a peer in English li-

terature. And therefore to be

found in his pregnant belief in the gospel

of a broad based sincerity. He was above

and beyond all a thinker, less simple

and direct, less wholly preoccupied with

the mission of improving humanity and

beautifying life than either GEORGE

ELIOT or TOLSTOI, never preaching at it

like TRACKEY, nor sneering at it

like SWIFT, but with a healthier

conviction that the world is very well

as it is, and that in the main it is all

the better that we are neither so muddy

nor so pink as realists and sentimentalists

would have us believe, but are just

comfortably spotted and well-meaning

enough to escape excess of censure or

admiration.

"Dianna of the Crossways," which

appeared in 1885, brought him his first

taste of substantial and general success,

casting a retrospective glamour upon its

predecessors and assuring the novelist

that in the opinion of the English

reading public he had at last

"arrived." Yet he used mainly an

unfamiliar speech and conjured up

unfamiliar ideas. If he caricatured

humanity it was not as DICKENS car-

icatured it, tickling us to inextingu-

ishable laughter; nor yet as TRACKEY

did who lashed us in mordant

satire. He called upon us to re-

cognise that life is often a sad

blunder, and to pity the blunderers;

but in so doing he was neither senti-

mental nor consciously pathetic, declin-

ing to stoop to the "mawkish sentiment

of "Boz," and refusing to indulge

in the sentimental tenderness of

"Michael Angelo Titmarsh." Brain

was what he asked us to apply

when reading him and consequently his

circle remained always very exclusive.

He was a great stylist, but his style was

very difficult to assimilate. Discussing

this point MISS HANNA LYNCH once

wrote: "His quality is at the same

time rugged and elusive, obscure and

dazzlingly brilliant, witty and profound,

harsh and most musically tender, light as

a summer cloud, majestic as a storm. But

his great defect is artificiality. This

is MEREDITH's supreme fault, yet when

all is weighed, and considered in

summing up his work we must

agree that "to French wit he

brings German profundity of thought,

the whole wrought into a thoroughly

Saxon setting. Vividness of conception,

intensity of vision, and strength of dic-

tion—combine these qualities, and you

have English such as no other writer

has given us." He ransacked our

language until he wrought it, through

a process of bewildering originality,

into a flexibility, a forcible simplicity, a

majesty and rhythm that in his prose,

surpasses poetry; and above all he read

the souls of women as though they were

an open book and translated them into

living words.

In taking leave of the last of the

Victorians we would quote and apply

to MEREDITH the sonnet he wrote on

hearing of the death of BROWNING in

Venice in the December of 1889:—

Now dumb is he who waked the world to

speak,

And voiceless hangs the world beside his

bier.

Our words are mute, our cry of praise a

## THE BEACON HILL TUNNEL.

Semi-Official Opening To-day.

The Beacon Hill Tunnel, which, as our

readers know, was placed at half-past five

on Monday evening last and duly christened

by the men on the spot with quaffs of spark-

ling champagne amid eulogistic speeches,

was informally opened to-day by Mrs. Eves,

the wife of the chief resident engineer.

A party of ladies and gentlemen left the City

side of the harbour this morning at eleven

o'clock and having tiffed at Kowloon

made an excursion to Beacon Hill in the

course of the afternoon. On arrival there

Mrs. Eves performed the ceremony of

opening the tunnel and the party walked

through to the other end.

Those prominent in the gathering besides

Mr. and Mrs. Eves and the other railway

employees, were Mr. W. Wilson, chief

manager of the Hongkong and Whampoa

Dock Co., and Mr. A. H. Hewitt, chief

engineer of the Green Island Cement Com-

pany's Works. The Hon. J. V. Chatham

was unable to accept an invitation to be

one of the party owing to pressure of

business.

We understand the party will not return

to Hongkong till to-morrow.

## NEWS OF THE DAY.

Mr. William Minto Mason, a member

of St. John's Lodge, South China, died

to-day, at his residence in Robinson Road,

Kowloon, at the age of 40. The funeral

will take place this evening and will pass

the Monument at 5.30 p.m.

Holy Communion will be Celebrated

at the Cathedral at 8 a.m. to-morrow

morning, the day being Ascension Day,

with Matins and Holy Communion at 11

a.m. Bishop Lander will preach at the

latter service.

Rear-Admiral Lambton and the British

fleet have no cause to complain of the

reception accorded them in Japan during

their present visit. Entertainments have

been freely provided. The American

squadron has also been fittingly enter-

tained.

At a dinner given to the German

Labour members in London Mr. Burns

denounced journalists for provoking the

Anglo-German war scare. The latter, he

said, would be short-lived. People were

aware that the scaremongers were some

who had lured them into the infamous

Boer war.

Habutayo silk is a very important

product of modern Japan, and in Fukui

prefecture alone 20,000,000 yen a year is

the value of the output. In order to put

the article on the market in such a condi-

tion as to quality and weight as shall satisfy

the demands of exporters, the Prefectural

Government from the first of April this

year took over the work of inspecting the

article and henceforth



## GERMAN TAXATION DEADLOCK.

## REICHSTAG ADJOURNS.

(Reuter's Service to the China Mail.)  
Copyright protected under  
Ordinance 8 of 1904.

London, May 19.

Owing to the rejection of the Government taxation proposals it has been decided that the sittings of the Reichstag shall be adjourned until June 15th. Meanwhile new Bills are to be drawn up providing for taxes on coffee, matches and property.

## RUMOURED APPOINTMENTS.

(Wah Tat Yat Po's Service.)

Peking, May 18.

It is said that Yuan Fang and Tse Lang will be made Assistant Grand Secretaries.

## MACAO DELIMITATION.

(Wah Tat Yat Po's Service.)

Peking, May 18.

It is proposed by the Board of Foreign Affairs to appoint H.E. Tang Shao-yi to co-operate with Ko Y. Him in the settlement of the Macao boundary question.

## THE FRUITS OF CORRUPTION.

(Wah Tat Yat Po's Service.)

Peking, May 17.

Lin Chuan Lin suggests that the estates of Chan Pi and General E Ko, who have been dismissed from office for corruption, should be confiscated.

## HARBOR FATALITIES.

This morning the body of a Japanese, with his throat cut, was picked up in the harbor off the Naval coal stores, Kowloon. It is thought to be a case of suicide.

A Chinaman fell overboard from the steam launch Seagull, off West Point, at about 8.50 a.m. on Tuesday, and was drowned. His body has not yet been recovered.

## THE WEST RIVER FLOODS.

The floods, caused by the heavy rains of about ten days ago, have now subsided. It is probable that not much damage has been done, though, as usual, there were many reports at the time pointing to extensive loss of life and property. The Fu River, which becomes on such occasions a raging torrent, has become less dangerous and traffic has been resumed.

## EMPIRE DAY.

## How Hongkong will Celebrate It.

Empire Day, which will ever be associated with the memory of Queen Victoria and linked with the name of Lord Meath, its founder, who recently visited the Far East, falls this year on Monday, and Hongkong in common with numerous other towns and cities in other parts of the world where the British flag flies, is to celebrate the auspicious occasion.

Monday has been declared a public holiday and all Government Offices are to be closed. The Magistrate, Mr. J. H. Kemp and Mr. F. A. Hazeland, will sit as usual, but the Supreme Court will be closed.

Given fine weather there will no doubt be a considerable amount of outdoor enjoyment. His Excellency Sir Frederick Lugard will entertain the pupils of the Kowloon and Victoria British Schools at a water picnic, the launchers leaving Blake Pier about 2.30 p.m.

The Boys' Own Club will contest a number of events at Happy Valley and no doubt this fixture will attract a large number of spectators.

The troops in Garrison are to observe the holiday, while Headquarters Offices will be closed except for urgent business.

The several schools in the Colony will be closed from Saturday until Tuesday.

There will also be a rifle shooting competition for the Daily Mail Empire Day competition.

The Post Office will be open for one hour only, from 8 till 9 a.m. In the event of the arrival of the French mail the Office will be kept open until the despatch of the mail by the same boat to the north.

There will be one delivery and a collection of letters as on Sundays. The money order office will be entirely closed.

At Peking, various centres in the Malay States, Shanghai, Tientsin, Kobe and Yokohama most elaborate programmes are being arranged to duly honour the occasion.

At Peking, various centres in the Malay States, Shanghai, Tientsin, Kobe and Yokohama most elaborate programmes are being arranged to duly honour the occasion.

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At Peking, various centres in the Malay States, Shanghai, Tientsin, Kobe and Yokohama most elaborate programmes are being arranged to duly honour the occasion.

## HONGKONG UNIVERSITY.

A further list of subscriptions in connection with the Hongkong University scheme has been received as follows:

Kong Tong Bank ..... \$3,000

Mr Ho Yik Sang ..... 500

Mr Kwan Jun Sung ..... 500

Messrs Wing Tong Gut ..... 500

Mr To Wa Quan ..... 500

Mr Tso Sien Wang ..... 500

Messrs Chong Sing ..... 200

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## CORRESPONDENCE.

## THE RAILWAY ESTIMATES.

(To the Editor of the "CHINA MAIL.")

HONGKONG, May 18.

SIR.—The Committee of the China Association conceive it to be in the public interest to endeavour to dissipate an erroneous impression that Hongkong is being called upon to pay for the Colonial section of the Kowloon-Canton Railway considerably more than the work is worth.

The prevalence of this impression is indicated by certain Press comments upon His Excellency the Governor's speech in Council on the increased estimates. From the general tone of these it might almost be assumed that mismanagement had led to the doubling of the legitimate cost of construction.

There appears to be a popular idea that the original estimate was for some 5 million dollars; that the work ought not to have cost much more; but that gradually, owing to a series of blunders, the figure has risen to 11 millions. This belief that the cost has been doubled by mismanagement has naturally led to severe criticism being directed against those responsible for the undertaking. I venture to submit that it is not borne out by the full circumstances of the case.

The first important fact to note is that the estimate of 5 million dollars was a mere rough estimate made by Mr Bruce on his original survey. "The line beyond Shatin as planned by him, was a single line throughout, to run along the edge of the sea shore from Lokloha to Taiipo."

The alignment which he proposed, and on which this rough estimate was based, had subsequently to be altered, because the typhoon of September 1908 showed the shore edge to be unsafe. That typhoon was a revelation in many ways. It taught several lessons to others besides Railway engineers, and there is no particular blame attaching to anyone for not having foreseen the possibilities of destruction reposing in the sheltered waters of Mirs Bay. If we can all now see that Mr Bruce's original alignment was a mistake we ought in fairness to remember it was at least excusable under the circumstances.

The change in the alignment, removing the track out of reach of the sea, entailed much heavy cutting not contemplated by Mr Bruce, and the boring of three additional tunnels, of which that undertaken at Taiipo is in itself a considerable enterprise. It is also important to remember that it was subsequently decided to build all bridge cuttings, and the three additional tunnels, wide enough to admit of a double track being laid, should the necessity for that hereafter arise. Mr Bruce had not made provision for costly developments of this sort. It was not his business to do so. His business, as described by His Excellency the Governor in the Legislative Council on the 6th February 1908, was "to make a preliminary survey and to base upon it a preliminary estimate."

How rough an estimate it was may be gathered from His Excellency's comment upon it in the same speech in relation to the cost of earth work. He said "it is difficult to know exactly what rates Mr Bruce had calculated at, because no drawings or calculations of quantities and rates were supplied with the estimate." In justice to Mr Bruce it should not be forgotten that the first and by far the most important duty which fell upon him was to decide upon the main route of the railway. At one time the Deep Bay route had been recommended. He had to determine which of three different routes should be adopted, and it stands to his credit that his decision on this vital point has been generally admitted to be sound.

The first detailed and authoritative estimate made was that submitted by Mr Eves in his report dated 14th February, 1908, and laid before the Legislative Council on 22nd of the same month. If this estimate is compared with that made by Mr Bruce it will be seen that the increase is mainly due to five factors—

The estimate for land resumption increased by ... \$1,198,038

For earthwork by ... 729,035

For tunnels by ... 578,555

For bridges by ... 620,227

While the expenditure on Plant, Rolling Stock, Salaries and Ballast (for which Mr Bruce had made no estimate at all) was estimated by Mr Eves at 1,191,647

Total ... \$4,306,470

The reasons for the increase in these items have already been alluded to, with the exception of that due to land resumption in Kowloon, incidental to new and larger ideas of what will be required at the terminus. Over and above this there remains an increase of roundly \$500,000.

Accounted for by increases under the other subheads. With regard to the difference between Mr Eves' estimate, dated 14th February 1908, and his estimate dated the 9th March last, and laid before the Legislative Council at its last meeting, the excess of the latter over the former is just under \$1,100,000. Of this nearly \$1,000,000 is due to increased expenditure on Beacon Hill Tunnel. The net increase on the remaining items, as compared with Mr Eves' first estimate is just under \$100,000—not a very formidable sum. One reason for the increased cost of Beacon Hill Tunnel is to be found in the varied character of the excavation, and another in the phenomenal hardness of the rock met with in parts of the hill, necessitating the use of specially heavy drills, and an enormously increased use of explosives.

The fact that the estimates have been exceeded—a common experience in all such undertakings—should not be interpreted to mean that the work could have been executed for less. Unless this can be proved there is no justification for thinking that the Colony has so far suffered loss except on paper.

The members of my Committee have no valid reason to suppose that the cost of the actual work done is excessive, and that being so, they protest against the belief that there has been "gross mismanagement" in the construction of the Railway.—Yours faithfully,

MURRAY STEWART, Chairman.

Hongkong Branch of the China Association.

## REVIEWS.

The Studio, an Illustrated Magazine of Fine and Applied Art. Price 1/-.

The April number of the Studio is distinguished by some very fine colour work.

The first plate is a reproduction of Rene Menard's well-known "Le Jugement de Paris," which is beautifully executed, the old Greek idyll as envisaged by the modern French intellect revealing many a subtle beauty hitherto hardly suspected. Other colour work includes a reproduction of a portrait in enamel by Alexander Fisher; perspective drawing of a new dairy cottage in Staffordshire; by G. M. C. Armstrong; a chromo-xylographic reproduction of a coloured wood engraving by Toyokuni; a landscape by Alfred East, A.R.A., "In the Cotswolds"; and a tinted etching by William Unger entitled "A Kitchen in Lorraine." The letterpress embraces appreciative articles on Rene Menard by Achille Segard, with twelve illustrations; Portraits in Enamel, by Alfred Fisher, with thirteen illustrations; seven illustrations from the sketch book of W. H. Charlton, dealing mostly with America; the Paintings of Italian Brass, the Venetian, with seven illustrations; Wrought Iron Work, by Edward Spencer and Walter Spencer, with eleven illustrations; Recent Designs in Domestic Architecture, with seventeen illustrations. Studio Talk, as usual is very freely illustrated, the subjects ranging over London, Paris, Berlin, Munich, Vienna, Prague, Philadelphia, Stockholm, Copenhagen, Melbourne and Victoria.

The Story of Haulgarth Farm, by EMMA BROOKS. London, Geo. Bell and Sons.

Haulgarth Farm lies in the corner of Westmoreland impinging on Morecambe Bay, and the story opens in the year 1830. George Whinnery, the farmer, being left with a girl baby, marries a second time, a widow also having a child of her own. The two girls, Elizabeth Whinnery, nicknamed Silence, and Nanna Scailie, are brought up as sisters. To the house a year or so after Whinnery's marriage comes an orphan lad, named Silver, a corruption of the old Norse Silvar, and the three children grow up amid almost idyllic surroundings. Nanna develops into a beautiful girl; Silence becomes her nickname; Silver is the right-hand man of his adopted father. Suddenly into the peaceful life of the farm enters the demon of discord. Whinnery wishes Silver to marry Silence and thus secure the possession of the farm. The boy, however, has lost his heart to Nanna, and rather than submit to the farmer's terms he leaves the homestead and runs away to sea. Meanwhile, unknown to the quiet family of Haulgarth, Nanna has developed into a notorious character in all the country side—"A light word on every tongue save those of her family"—and eventually she flees the farm to become the mistress of Harold Arneson, the dissipated son of a wealthy landed proprietor of the neighbourhood. These successive blows proved too much for Whinnery and he succumbed to a stroke of paralysis; to be followed shortly by his wife. Upon poor Silence's shoulders now devolves the care of the farm. Fortunately she finds two faithful servants, John Gussell and Mrs. Tiffin, upon whom she can rely, and the trio make an heroic struggle to defeat the machinations of one Natchiter, the owner of the soil. How they succeed, what happened after Silver returns from the sea, what awful harm Nanna causes by returning to the scene of her childhood, how the wicked come by their deserts and Silence triumphs in the end—we leave this to readers to discover for themselves. It is a moving story, told with quiet restraint yet with the acute knowledge and understanding of a gifted woman interested in portraying the strange workings of racial characteristics in a little known corner of England. The book well repays perusal.

Historic Shanghai, by C. A. MONTATTO DE JESUS. Shanghai, the Shanghai Mercury, Ltd.

Says the author in his opening paragraph: "It has long been an anomaly, if not a reproach, that such an important city as Shanghai should have had its history neglected and unwritten in spite of its having been the starting point of many an epoch-making movement in the remoulding of China's foreign intercourse." He has accordingly ventured upon a virgin field and has produced an interesting volume. But that was only to be expected of the author of "Historic Macao." The only fault we have to find is that he has given so large a space to the events of the Taiping rebellion and so curtailed the chapters devoted to Shanghai proper. We should have preferred to have learnt something more intimate and detailed of the early social life of the place; of the beginnings of many of the public institutions of which Shanghai is now so justly proud, something of the man who built up the place; how they worked and how they played; their hopes and the limitations Fate placed upon them. Of course we realise the very great difficulties of planning a work on such lines, and so would cry content with what has been furnished, especially as it was the author's intention from the outset to tell the memorable part Shanghai played in putting down the great opium war.

It is a strange, inconsequential tale which Mr Montatto de Jesus has to tell, after he has finished with the historical retrospect of previous centuries and comes to the founding of the foreign settlement. Looking at it all, now it seems as if neither the Chinese nor the foreign negotiators really knew what they wanted; certainly none of them could have foreseen the extraordinary developments and magnificent future which awaited the city which was to arise amid such unpromising surroundings. Disheartened by its early Shanghai is still hampered by the earliest years, with which the artificial boundaries were, and still equally careless fashion in which the municipal government was provided for. Yet it has risen superior to all obstacles and developments.

## 3 Apollo

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## Piano Players

\$310

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## Shipping:

## THE ROBBER INDUSTRY.

### Its Position and Prospects.

There has undoubtedly been a very great increase in the amount of interest which is now devoted to the rubber industry, for not only have production and demand grown considerably, but a large number of countries have been formed during the past 20 years with the object of growing rubber. It is no longer confined to the quarters of the world in which it was first discovered, as is no doubt known in many quarters at the early sources of supply comprised in Brazil, the Congo, and West Africa, and in these days such supplies were equal to the demand, but as the latter rapidly expanded, Britishers turned their attention to Ceylon, and by the time that this country became a producer the rubber industry had developed to an enormous extent in consequence of the heavy demands

ade by the motor, cycle, and electrical trades. These demands, in fact, grew to such an extent that the price of rubber reached the extraordinary height of almost .50 per lb., and this had the natural effect of further stimulating production, more especially as efforts to find an acceptable substitute for rubber had altogether failed.

cannot be said that the supply has by any means as yet outrun requirements,

Although, according to experts who have been consulted, the matter very closely, therefore, is now some 370,000 acres planted with rubber trees in British possessions, none, of which practically one-half, are in Ceylon and some 150,000 acres in the Malay Straits. It is difficult to say what is meant as regards production, but in a general way it may be taken that on an average some 200 trees are planted per acre, and that each acre when the trees are about six years old and in full bearing produces about 300 lb. of rubber, which would

an annual output approaching 50,000 tons. The new supplies are added to previous supplies and it was mainly due to this prospective large addition of supplies (although another four years will have to elapse before this amount of plantation rubber comes to market) that the price of rubber in the early part of last year fell below 3s. per lb., though it is still maintained that the financial crisis in America was not without its influence. As the demand has since grown a rapid

recovery has taken place in the price, which will maintain this price, but it must be remembered that the demand is constantly growing and that cost of production is only 1.6d per lb., and often less, so that the price obtainable will have to experience a sharp decline before profits would be affected.

The importance of the industry to investors will be at once seen from the fact that we have about seven millions sterling devoted to rubber production in British

secessions, apart from companies which grow rubber with other products, in which probably, another five millions is represented, and also apart from the money invested in Dutch undertakings. It is clear from the dividends so far paid that the companies which were pioneer producers did exceedingly well, as will be gathered from the following table of dividends paid in the last three years.

Company.	1906	1907	1908
	Pst Per Cent	Pst Per Cent	Pst Per Cent
Batavia Rubber Co., Ltd.	100	100	100
Sumatra Rubber Co., Ltd.	100	100	100
Nederlandsche Indische Rubber Co., Ltd.	100	100	100
Sriwijaya Rubber Co., Ltd.	100	100	100
Koninklijke Nederlandsche Rubber Co., Ltd.	100	100	100
Indo-Siam Rubber Co., Ltd.	100	100	100
Indo-Perak Rubber Co., Ltd.	100	100	100
Malayan Rubber Co., Ltd.	100	100	100
Penang Rubber Co., Ltd.	100	100	100
Perak Rubber Co., Ltd.	100	100	100
Port Swettenham Rubber Co., Ltd.	100	100	100
Rafflesia Rubber Co., Ltd.	100	100	100
Selangor Rubber Co., Ltd.	100	100	100
Singapore Rubber Co., Ltd.	100	100	100
Tanjong Pagar Rubber Co., Ltd.	100	100	100
Ulu-Pendang Rubber Co., Ltd.	100	100	100
Yong Loo Yee Rubber Co., Ltd.	100	100	100

Perak Rajah...	...	...	6	30	30
Malay Rubber	...	...	10	20	42
Malay States	...	...	5	11	8

Highlands and Lowlands	—	11	12
Langkang Produce...	7	15	12
Langkat Plantations	4	15	20
Latang...	20	40	35
Rubber Estates of Ceylon	—	3	4
Managor...	20	40	41
Malambrosa...	NIL	55	50

In view of such handsome dividends  
 prices of these shares already stand at  
 very substantial premium, and buyers must  
 bear in mind the fact that recently-issued  
 companies have been brought out with

such the same way as the tea-growing industry, and, although the most sanguine hopes may not be realised, good profits ought to be earned by all companies which are projected upon reasonable lines—  
Capitalist.

**DR. CHAS. FONG,**  
**DENTIST.**  
**4, QUEEN'S ROAD CENTRAL.**  
**ROOM No. 3, FIRST FLOOR,**  
**(OPPOSITE POST OFFICE).**  
A series graduate with twenty years experience  
in the practice of Dentistry, specialist for treat.

Hongkong, April 16, 1909. 530

**DR. HARRY FONG,**  
AMERICAN TRAINED DENTIST.  
ELECTRICAL and Latest Improved  
Appliances.  
41, QUEEN'S ROAD CENTRAL.  
Hongkong, November 18, 1908. 1379

**LEON TING**  
**Surgeon Dentist**  
No. 14, D'AGUIAR STREET  
**TERMS VERY MODERATE**  
Consultation Free.

WEEK DAYS.

6.00 a.m. to 7.30 a.m. ... Every 30 minutes.  
 8.00 a.m. to 10.00 a.m. ... Every 10 minutes.  
 10.00 a.m. to 12.00 a.m. ... Every 15 minutes.

9.30 a.m. to 11.00 a.m., Every 15 minutes.  
 11.30 a.m. to 12.45 p.m., Every 15 minutes.  
 1.45 p.m. to 1.15 p.m., Every 10 minutes.  
 1.15 p.m. to 1.45 p.m., Every 15 minutes.  
 1.45 p.m. to 2.15 p.m., Every 10 minutes.  
 2.15 p.m. to 3.00 p.m., Every 15 minutes.  
 3.00 p.m. to 5.00 p.m., Every 15 minutes.  
 5.00 p.m. to 8.00 p.m., Every 10 minutes.

**SUNDAY.**

**NIGHT CARS** as on Week Days  
 from Birmingham and Wood Hall  
 Cars at 10.30, 11.30 and 11.45 p.m.

**SPECIAL CARS** by arrangement at the  
Company's Office, **ALYSSA BUILDINGS,**  
10 York Road Central  
**JOHN D. HUMPHREY & SON,**  
Car's Manager.

**PROJECTED SAILINGS FROM HONGKONG  
(SUBJECT TO ALTERATION)**

**TURN TOURS TO JAPAN.** Occupying 24 days  
Katsung, Namsang and Pookang leave about every 3 weeks  
Yokohama, returning via Kobe (Inland Sea) and Mito to

of 5 to 6 days in Japan if passengers leave the steamer at Kobe. The ships have all modern improvements and are fitted throughout with

**SAILINGS SUBJECT TO ALTERATION.**

NG	CHEFOO & TIENSIN	KUICHOW	May
		CHINGHA	May
		KWANG	May

CHENAN	May
TAMING	May
YINGCHOW	May
MBOANGA, PT. DARWIN	
Y ISLAND, COOKTOWN,	

ROXBOROUGH, BRISBANE,  
DUNEDIN, with tranship-  
ment to SMANAI, NEW ZEALAND,  
and FREMANTLE & PERTH  
DIRECT SAILINGS TO WEST RIVER.—Twice Weekly  
to LINTAY and S.S. 'SANUI'  
LILLIAN STEAMERS have superior accommodation, with  
Electric Fans in the Staterooms. A duly qualified Sur-  
geon and Barbers. Cargo booked through for all Australian Ports.  
TWIN SCREW STEAMERS & TIENSIN STEAMERS  
with Electric Light throughout and Electric Fans in the

**SHANGHAI LINE.**  
SCHEDULE TWIN SCREW STEAMERS.—(S.S. Anhui, with excellent passenger accommodation, Electric Light and Water, and all modern appliances, will sail for Hongkong and Shanghai, leaving for Hongkong on Monday, 10th inst., and for Shanghai on Wednesday, 12th inst., taking cargo on through Bills of Lading, and passengers on the day of departure for Hongkong, and for Shanghai on the day of arrival at Shanghai, avoiding the inconvenience of transshipment.)  
FARES INCLUDING WINES:—Single \$40, return \$70.  
For Freight and Passage apply to the Agents.

REGULAR STEAM-SHIP SERVICE  
BETWEEN HONGKONG, SOUTH

COAST PORTS AND FORMOSA  
PROPOSED SAILINGS FROM HONG

SUBJECT TO ALTERATION.		
From	To	Days
AMBU, TUBATAMA,	TAMSUI Via SWATOW AND AMOY.	SUNDAY May, 1
MAIU, UGI,	ANFING. Via SWATOW. AND AMOY.	WEDNESDAY May, 1
AMBU, TABUNAKI,	TAMSUI Via SWATOW AND AMOY.	SUNDAY May, 1

New Steamers have excellent Accommodation of First and Second Class, and are fitted throughout with Electric Light. First-class Cabin and Dining Room, and a well-furnished Table.

Cargo on through Bills of Lading to all Yangtze & Northern Ports. Freight, Passage and further information, apply at the Co.'s local Office, FLOOR, No. 1, QUEEN'S BUILDINGS.

**T. ARIMA, Manager**

REGULAR STEAMSHIP SERVICE FOR  
IQUIQUE, VALPARAISO, ETC., VIA

YOKOHAMA, HONOLULU, MANZANILLO  
SALINA CRUZ (Mexico). sails

hong Maru	- 5000	tons gross	June 1st,
hiu Maru	- 5000	" "	July 1st,
ica Maru	- 6000	" "	Aug. 30th,
kong Maru	- 6000	" "	Oct. 26th,
hu Maru	- 5000	" "	Dec. 10th,

articulature apply to **K. MATEDA, Manager**  
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# BREMEN

OR STEAMERS To SAIL 1900

ENCA, ALGIERS,	PRINZ EITEL FRIEDRICH,	WED
R. SOUTHAMPTON,	Capt. E. Malchow.	2nd
BERG & BREMEN		as
NAGASAKI,	LUTZOW,	Abc
YOKOHAMA	Capt. C. Dewers.	WED
		191
P. NEW GUINEA		

SE, SYDNEY AND .....	MANILA, Capt. E. Gathemann.	91 st
AND KOBE.....	PRINZ. WALDEMAR, Capt. F. Iscke.	SAT 29
SANDAKAN .....	BORNEO, Capt. F. Semblil.	Begin Jun

**Norddeutscher Lloyd**  
**MELBOURNE & CO**  
General Agents, Hongkong & C.



# Shipping.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

### PROPOSED SAILINGS OF MAIL STEAMERS.

#### MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to Hongkong	Connecting Steamers from Colombo to Marseilles & London	Due at Marseilles (Brindisi 1 day later)	Due at Plymouth (London 1 day later)
COBANA	May 23	VICTORIA	June 28	July 2
DELHI	May 29	MOOLTAN	July 10	July 16
DEVANHA	June 5	CHINA	July 24	July 30
ASSAYE	June 12	MAEDONIA	Aug. 7	Aug. 13
DELTA	June 19	MOLDAVIA	Aug. 21	Aug. 27
DELHI	June 26	MAINTA	Sept. 4	Sept. 10
GALEONIA	July 3	MOONGLA	Sept. 18	Sept. 24
DEVANHA	July 10	MAEDONIA	Oct. 2	Oct. 8
ASSAYE	July 17	MOOLTAN	Oct. 16	Oct. 22
DELTA	July 24	MOOLTAN	Oct. 29	Nov. 4

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.  
Accommodation in the connecting steamer from Colombo is arranged in Hongkong or at time of booking.  
In addition to the above Mail Steamers the following:-

### INTERMEDIATE (Non-Transit) STEAMERS

#### LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Due at London
PERA	May 22	July 17
SOMALI	May 29	July 24
POONA	June 5	Aug. 1
NAMUR	June 12	Aug. 8
SIMLA	June 19	Aug. 15
MAITA	June 26	Aug. 22
RAEDINIA	July 3	Aug. 29
SYRIA	July 10	Sept. 5

These steamers call also at Singapore, Penang, Colombo, and at Malta (Marsalfior).  
\* Carry 1st and 2nd Saloon Passengers.  
For further particulars, apply to  
**E. A. HEWETT,**  
Superintendent.

## THE EASTERN & AUSTRALIAN MAIL SERVICE.

### TO AUSTRALIA.

(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	May 31	28th June, at Noon.
EMPIRE	June 23	23rd June, at Noon.
EASTERN	June 21	21st July, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars, apply to  
**GIBB, LIVINGSTON & CO.,**  
Agents.  
Hongkong, November 2, 1908. 1497

## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	REPORTED OF OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	AMOI	Second half of May	JAVA	Second half of May
TJIBODAS	JAPAN	First half of June	JAVA	First half of June
TJILIWONG	JAVA	Do.	JAPAN	Do.
TJILATJAP	JAVA	Do.	SHANGHAI	Do.
TJIPANAS	JAVA	Second half of June	SHANGHAI	Second half of June
TJIKINI	JAVA	Do.	JAPAN	Do.

THE Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indies ports on through Bills of Lading.  
For Particulars of Freight and Passage, apply to the  
**JAVA-CHINA-JAPAN LIJN.**  
Yokohama, 1st Floor. Telephone No. 376. 1507

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers  
Electric Light-Perfect Cuisine-Surgeon and Stewardess carried.-All the most up-to-date arrangements for comfort of Passengers.

### CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
ZAFIRO	2540	R. Rogers	Manila	SATURDAY, May 22, at Noon.
RUBI	2540	R. W. Almond	Manila	May 29, at Noon.

For Freight or Passage, apply to  
**Shewan, Tomes & Co. General Managers.**

## Shipping.

### DOUGLAS STEAMSHIP COMPANY, LIMITED.

#### HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, Fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light and First-Class Cuisine.

STEAMSHIP For LEAVING  
**HAICHING**..... For SWATOW, AMOY & FOOCHOW } FRIDAY, 21st May, at 1 p.m.  
Capt. J. W. Evans  
**HAICHING**..... SWATOW. } SUNDAY, 23rd May, at 10 a.m.  
Capt. J. S. Rose  
**HAICHING**..... SWATOW, AMOY & FOOCHOW. } TUESDAY, 25th May, at 1 p.m.

For the convenience of Passengers, Steamers will arrive at, and depart from, the Company's Wharf (near Blake Pier).  
For Freight and Passage, apply to  
**DOUGLAS, LAPRAIK & CO.,**  
General Managers.  
Hongkong, November 17, 1908. 1506

## COMPAGNIE DES MESSEGERIES MARITIMES.

### PAQUEBOTS POSTE FRANCAIS

FOR SHANGHAI, KORE AND YOKOHAMA.

THE Company's Steamship  
**REMY**, will be despatched for the above ports on or about MONDAY, the 24th instant.  
P. DE CHAMPMORIN, Agent.  
Hongkong, May 17, 1909. 601

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

### STEAM FOR

VIENNA, TRIESTE, DIRECT, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUZ, AND PORT SAID.

(Taking Cargo at through rates to the BRITISH, PERSIAN GULF, RED SEA, BLACK SEA, LEBANON, SYRIA AND AFRICA PORTS.)  
THE Company's Steamship  
**REMY**, will be despatched for the above ports on or about TUESDAY, the 25th instant.  
This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor.  
For information as to Passage and Freight, apply to  
**SANDER, WIELER & CO.,**  
Princo's Buildings.  
Hongkong, May 5, 1909. 614

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Co.'s Steamship **KUANG** having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.  
Cargo impeding the discharge or remaining on board after 4 p.m., the 18th inst., will be landed at Consignees' risk and expense.  
No Fire Insurance will be effected. Bills of Lading will be countersigned by **JARDINE, MATHESON & Co., Ltd.,** General Managers.  
Hongkong, May 17, 1909. 659

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER SOCOTRA.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNES of Cargo by the above named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Godown Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark and delivery can be obtained as soon as the Goods are landed.  
The vessel will be landed here unless instructions are given to the contrary before 6 hours.  
Goods not cleared by the 23rd inst., at 4 p.m., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
Damaged Packages must be left in the Godown for examination by the Consignee's and the Company's representative at an appointed hour.  
All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.  
No Claims will be admitted after the Goods have left the Godown.  
E. A. HEWETT, Superintendent.  
Hongkong, May 17, 1909. 656

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO'S STEAMER NARVA.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ AND STRAITS.

CONSIGNES of Cargo by the above named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Godown Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.  
Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.  
Goods not cleared by the 23rd inst., at 4 p.m., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
Damaged Packages must be left in the Godown for examination by the Consignee's and the Company's representative at an appointed hour.  
All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.  
No Claims will be admitted after the Goods have left the Godown.  
E. A. HEWETT, Superintendent.  
Hongkong, May 17, 1909. 657

## CHARGEURS REUNIS FRENCH STEAMSHIP COMPANY.

REGULAR FRENCH SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

THE steamers of the Chargeurs Reunis Co. proceed from Yokohama DIRECT TO SAN FRANCISCO, without any call en route thus affording a fast regular cargo service from China and Japan to San Francisco.  
The S.S. **AMIRAL EXELMANS**, 10,000 Tons, Captain X, will be despatched for San Francisco and other above destinations on or about the 21st of May.  
For further particulars, apply to  
**MESSAGERIES MARITIMES,**  
Agents at Hongkong.  
Hongkong, April 14, 1909. 617

## Notices to Consignees.

### FROM EUROPE.

THE H.A.L. Steamship  
**SILVIA**,  
Captain Pozzani, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their goods from alongside.  
Optional Cargo will be forwarded unless notice to the contrary be given before 10 a.m.  
Any Cargo impeding her discharge will be landed into the Godown and/or extra hazardous Godowns of Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.  
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.  
No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 21st inst. will be subject to rent.  
All Broken, Chafed, and Damaged Goods are to be left in the Godown, where they will be examined on the 20th inst., at 3 p.m.  
No Fire Insurance has been effected.  
**HAMBURG-AMERICA LINE,**  
Hongkong Office.  
Hongkong, May 14, 1909. 651

### 'HEN' LINE OF STEAMERS.

#### NOTICE TO CONSIGNEES.

##### STEAMSHIP BENLOMOND.

FROM LEITH, ANTWERP, LONDON AND STRAITS.

CONSIGNES of Cargo are hereby informed that all Goods are being landed at their risk into the Godown and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk and expense.  
No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 20th May will be subject to rent.  
All Claims against the Steamer must be presented to the Undersigned on or before the 25th May, or they will not be recognised.  
All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 20th May, at 11 a.m.  
No Fire Insurance has been effected. Bills of Lading will be countersigned by **GIBB, LIVINGSTON & CO.,** Agents.  
Hongkong, May 13, 1909. 645

### 'BARBER' LINE OF STEAMERS.

#### NOTICE TO CONSIGNEES.

##### THE STEAMSHIP ST. PATRICK.

FROM NEW YORK.

CONSIGNES of Cargo are hereby informed that all Goods are being landed at their risk into the Godown and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk and expense.  
No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 24th inst., will be subject to rent.  
All Claims against the Steamer must be presented to the Undersigned on or before the 17th June, or they will not be recognised.  
All Broken, Chafed, and Damaged Goods are to be left in the Godown, where they will be examined on TUESDAY, the 25th inst., at 3 p.m.  
No Fire Insurance has been effected. Bills of Lading will be countersigned by **DODWELL & CO., LIMITED,** Agents.  
Hongkong, May 17, 1909. 660

### TOYO KISEN KAISHA.

#### NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, HONOLULU, JAPAN & SHANGHAI.

CONSIGNES of CARGO per Steamship  
**OHIO MARU**,  
The above named steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their goods from alongside.  
Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense.  
Goods remaining on board after SATURDAY, May 16th, 1909, at 10 a.m., will be landed and stored at Consignees' risk and expense.  
No Fire Insurance will be effected.  
All Cargo undelivered on FRIDAY, May 14th, 1909, will be subject to rent.  
All damaged and otherwise damaged cargo will be examined at the above Company's Godown on WEDNESDAY, May 19th, 1909, at 10 a.m.  
S. SILVERSTONE, Agent.  
Hongkong, May 14, 1909. 646

## Bangkok Times.

### THE LEADING NEWSPAPER IN SIAM.

And widely circulated in Malaya, Ceylon, China, the Straits Settlements, and Burma.  
A DAILY NEWSPAPER, with a weekly Mail Edition (30 pp.).  
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